

PM SHOULD BE AUTOMATIC

"Y'KNOW, IT WOULD BE GREAT IF **PREVENTIVE MAINTENANCE** COULD BE DONE WITH THE FLICK OF A SWITCH..."

"...LIKE OPERATING THE PLS LOAD HANDLING SYSTEM."

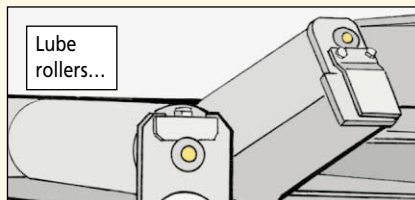


BUT IT CAN'T BE. PM IS A **HANDS-ON JOB.**



PUT A HAND TO THESE PLS TIPS...

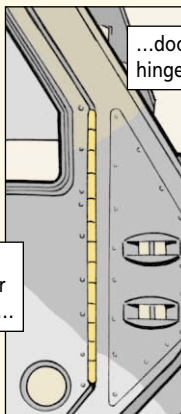
- Keep a grease gun or oil can handy for lubing. Rollers, driveshafts, door hinges, steering gearshafts and container twist locks must have lube or your truck, trailer or flatrack will pay.



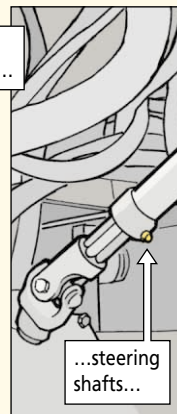
Lube rollers...



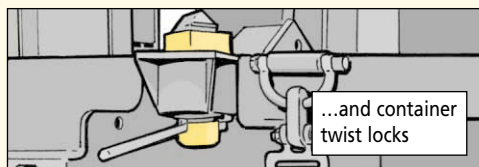
...drive-shafts or u-joints...



...door hinges...



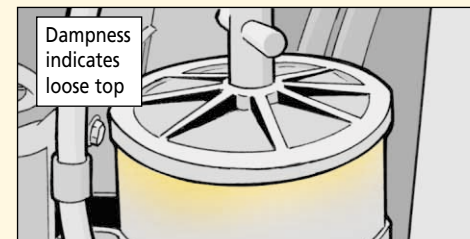
...steering shafts...



...and container twist locks

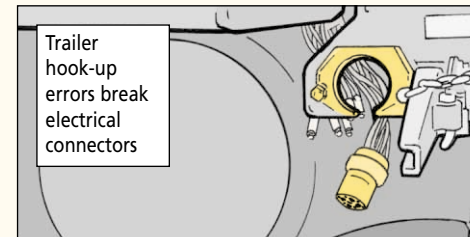
Follow the requirements of TM 9-2320-364-20-1 for the truck, TM 9-2330-385-14 for the trailer and TM 9-3990-206-14&P for the flatrack.

- Keep an eye on the top of the truck's fuel-water separator filter housing. Seepage means the lid is not on tight enough. If the lid lets fuel out, it will also let air into the fuel system, causing rough running or no starts at all.



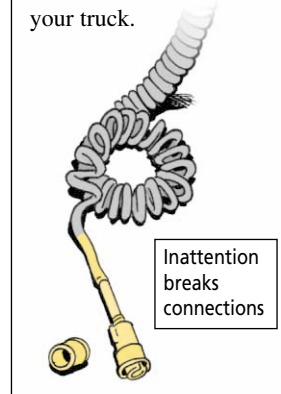
Dampness indicates loose top

- Be extra careful lining up your truck and the trailer drawbar when hooking up to the PLS trailer. Use a ground guide if one's available, to prevent damage to the truck frame or axle, or a broken coupler and electrical connector.



Trailer hook-up errors break electrical connectors

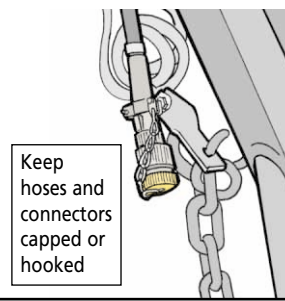
- Make sure all trailer electrical cables and air hoses are disconnected before driving off after a mission. Otherwise, you'll break air and electrical connections and deadline your truck.



Inattention breaks connections

By the same token, make sure all these connections are re-connected before you take off on a mission.

Keep all hoses and connectors capped or hooked to their dummy couplings when not in use. That way you can't drive over them when loading or unloading.



Keep hoses and connectors capped or hooked

SO MAKE PM A HABIT, SOLDIERS!

